

SAFEclear Program

One-Year Report



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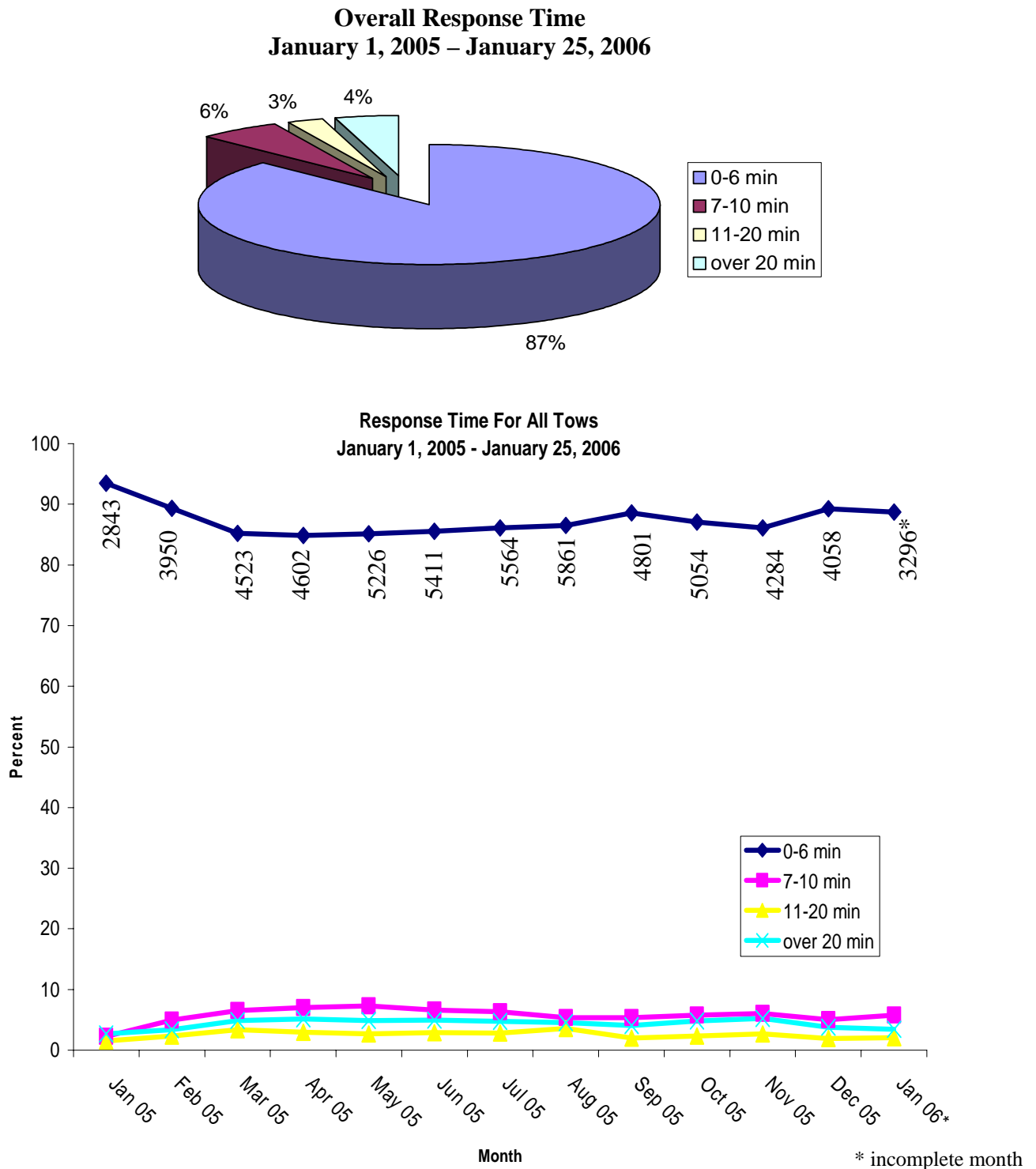


SAFEclear Performance Summary

January 1, 2005 – January 25, 2006: 64,653 Motorists Assisted

PERFORMANCE SUMMARY	BI-MONTHLY DATA GRAPH	Metric
Collision Reduction– 10% fewer crashes than same month in 2003 and 2004		
Collision reduction is being achieved. There were 2,536 fewer crashes in 2005 than would have been expected based on 2003 and 2004 experience when correcting for weather.		-10%
Duration– 70% of incidents identified and cleared within 20 minutes; 98% within 90 minutes.		
Virtually all incidents are removed within 0 to 90 minutes; 70% are identified and removed between 0 to 20 minutes.		0 to 90 98% 0 to 20 70%
Response Time– 90% of incidents assisted within 6 minutes; 100% within 20 minutes.		
Over 88% of all incidents are responded to 0 to 6 minute goal and over 97% of all incidents are respondent to within 0 to 20 minutes.		0 to 20 97% 0 to 6 88%
Clearance Time– 75% of incidents cleared in less than 20 minutes from wrecker arrival		
Nearly 75% of incidents are cleared from the scene within 20 minutes.		0-20 75%

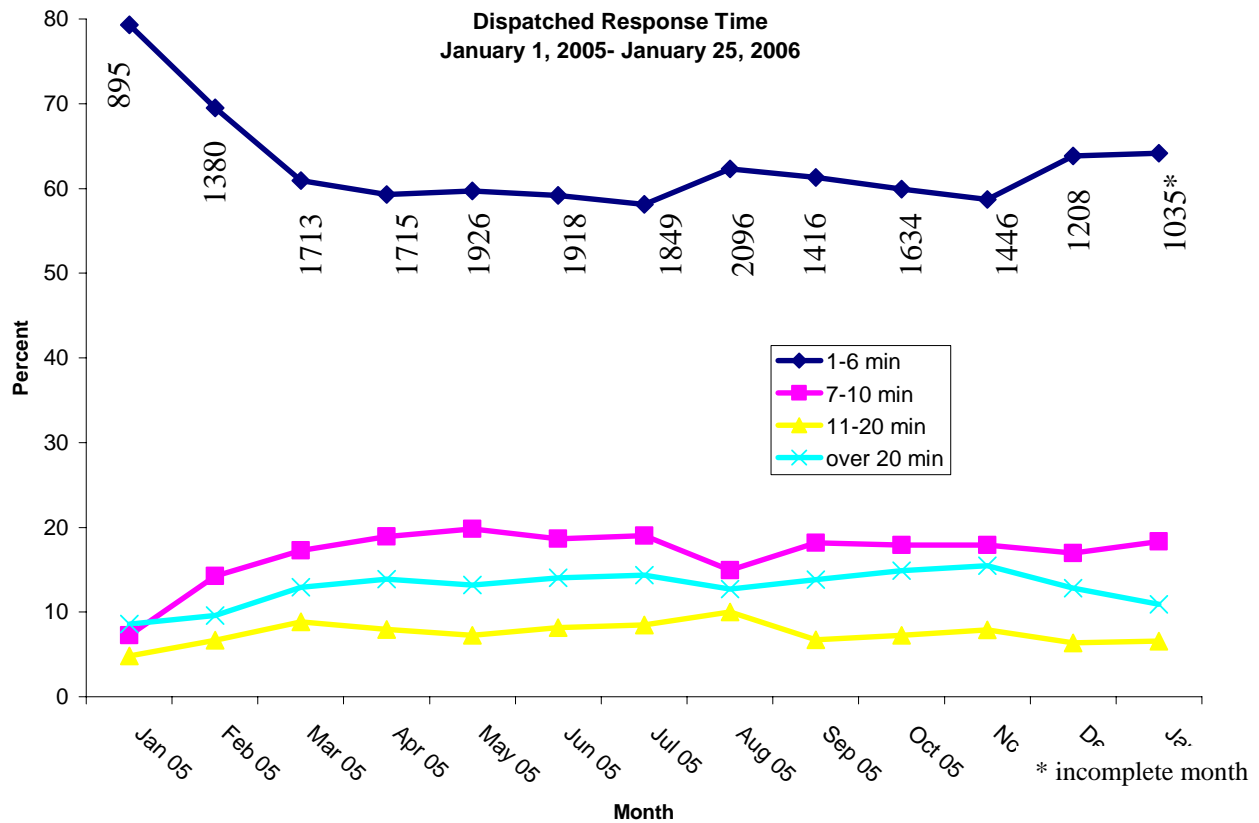
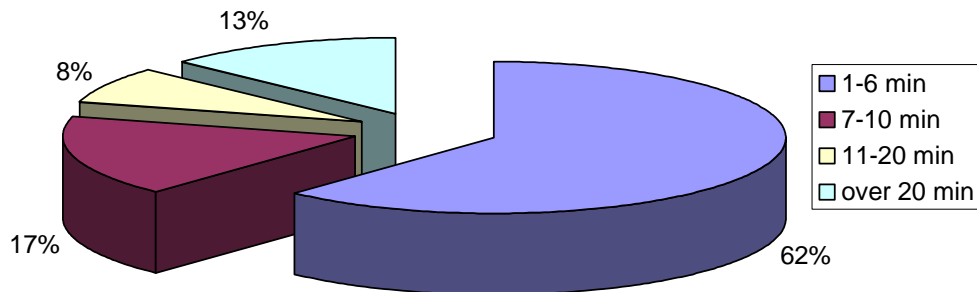
Overall Response Time (Authorization time to tow truck arrival time):



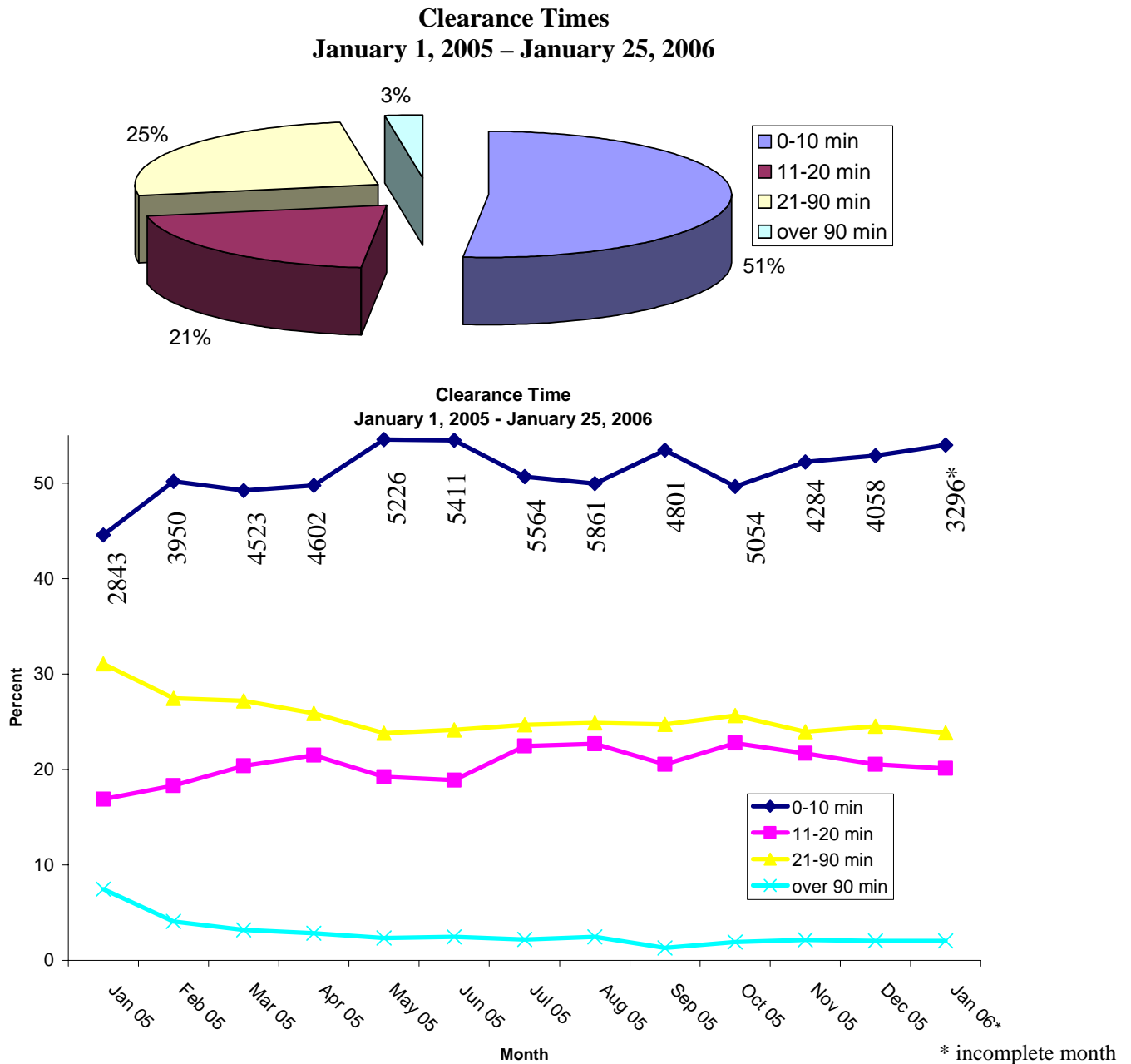
- The disabled vehicles that are identified by the tow truck operators comprise the largest group – 39,535 since January 1 – and have a zero minute response time.

Dispatched Response Time (Authorization time to tow truck arrival time; does not include self-dispatched tows by wreckers):

Dispatched Response Time
January 1, 2005 – January 25, 2006

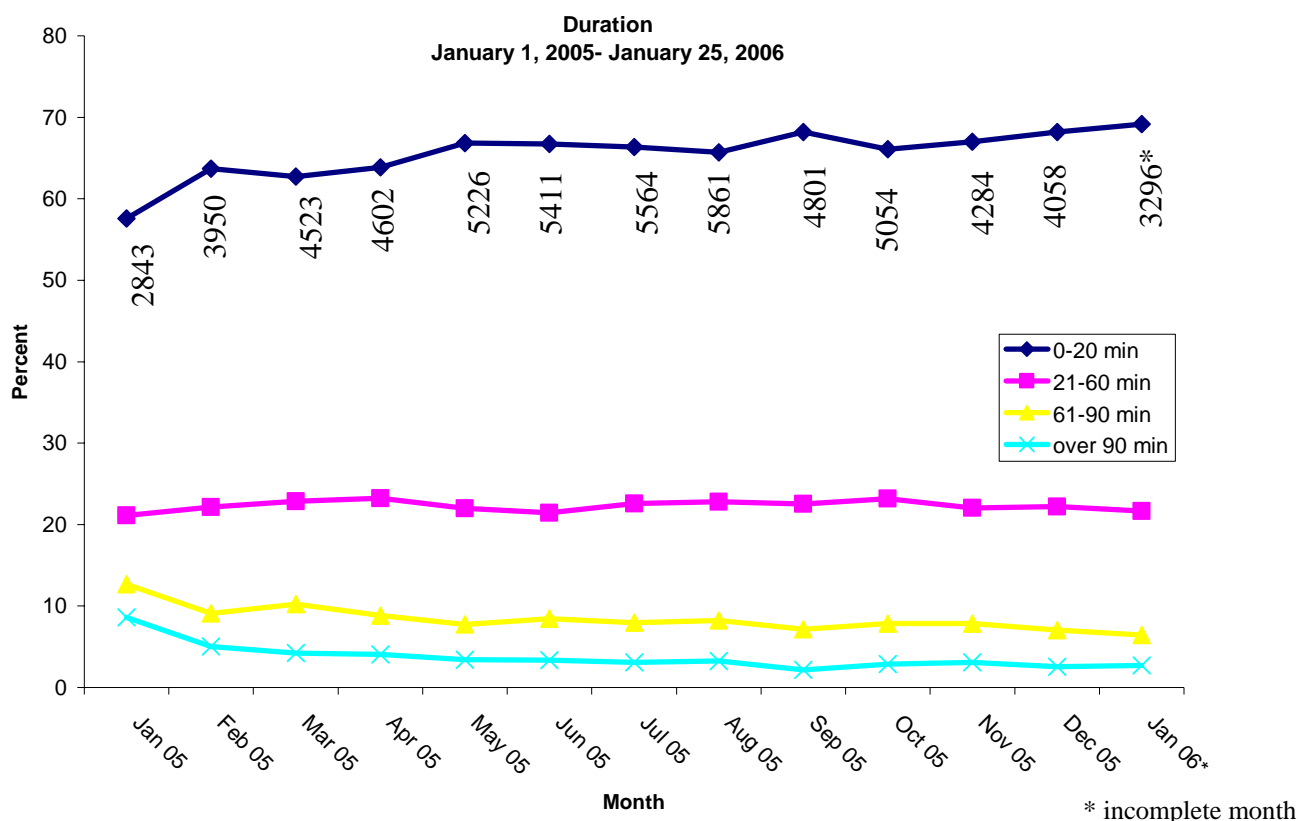


Clearance Time (Tow truck arrival time to incident clearance time):



- The rapid clearance tows – those under 10 minutes – have increased from 45% to 51%.
- The longest clear time incidents have declined by 2/3rds over the twelve month period. There may be a few serious incidents each week that cannot be cleared quickly (over 90 min), but each of the incidents with longer clearance times should be evaluated to identify procedural changes that can further improve safety and mobility.

Total Incident Duration (Authorization time to incident clearance time):



- The percent of vehicles removed from Houston freeways within 20 minutes of dispatch has increased from 58% in January to 68% in December. The number of long-duration incidents (i.e., 90 or more minutes) has seen a substantial decline from 8.6% in January to 2.5% in December.
- The increase in response time has exceeded the reduction in clearance times, keeping duration time (dispatch to clearance) relatively constant over the twelve month period.
- Based on an analysis of 2003, 2004 and 2005 congestion, SAFEclear has contributed to a reduction of 730,000 hours in travel time delays, with a projected value of \$13 million for 2005.¹

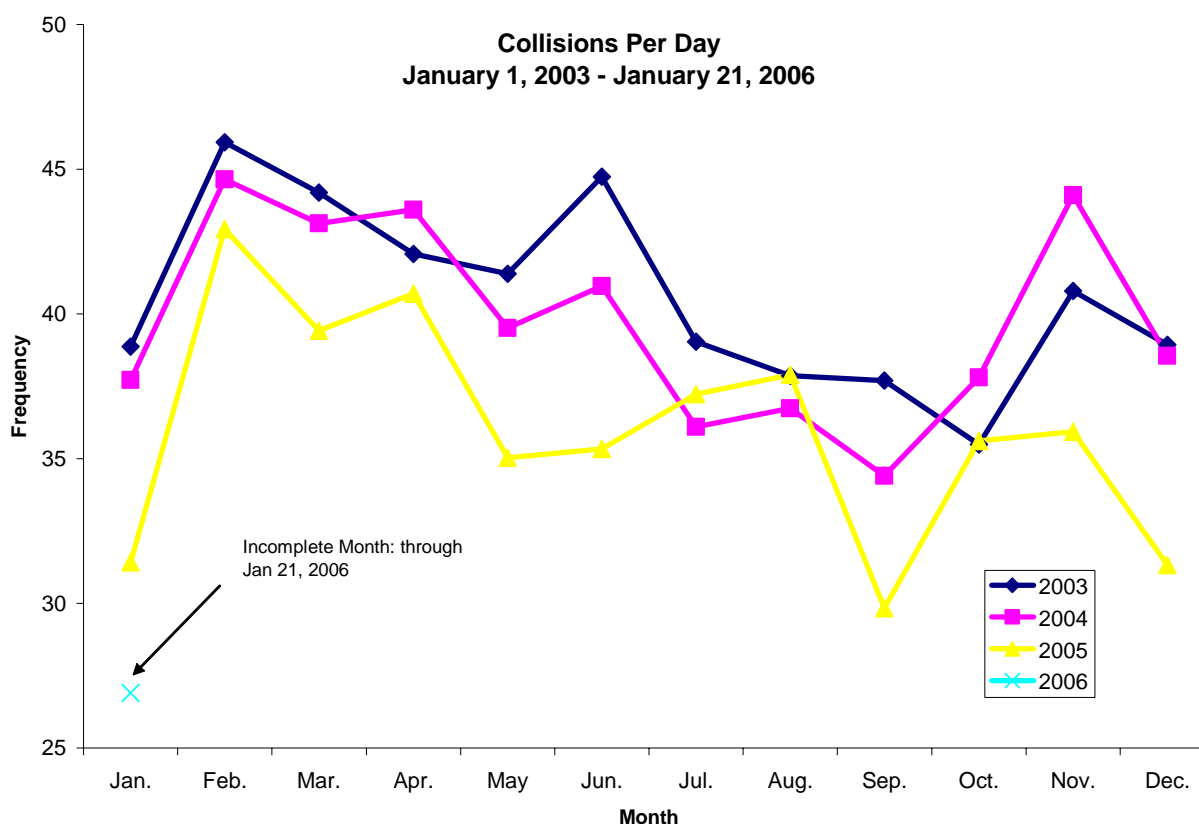
SAFEclear Data: January 1, 2005 – January 25, 2006

Type of Case	Number of Cases (N)	Percentage of Total Cases
Valid Cases	59,576	92.3%
Missing Data ²	4,993	7.7%
Total	64,563	100%

¹ South Freeway data was removed due to insufficient data. Eastbound Katy Freeway data was corrected in 2004 for travel time detector changes due to construction. West Loop data was removed due to heavy construction.

² Missing data includes cases without accurate authorization, arrival, and clearance times.

Collisions (Houston Police Department Records):



(Monthly totals were divided by the total number of days in the month to calculate a comparable measure of collisions)

- There is a large drop in the number of accidents for each month of 2005 compared to the same months in 2003 and 2004. While it is difficult to prove that the SAFEclear Program directly caused the drop in accidents, we studied rival explanations for the reduction in collisions and conclude there is tentative evidence that the SAFEclear program is a contributor to this decline in collisions.
- Based on collisions in January through December for 2003, 2004 and 2005, there is a reduction of 2,536 vehicle collisions on Houston area freeways for the entire year of 2005 when correcting for weather.³
- With a national average cost of \$26,530 per collision, SAFEclear is providing an economic savings of \$67 million in injury, lost wages, quality of life and vehicle damage expenses⁴.
- The cost of the SAFEclear program, including free tows and operating expenses (\$2.1 million), is returned to Houstonians in the form of reduced collision costs by January 12th of each year.

³ First, we estimated the expected number of collisions to occur 2005 based on the number of collisions in different weather conditions in 2003 and 2004. Second, we compared our expected number of collisions to the actual number of collisions in 2005 to find the magnitude of the reduction that accounts for weather conditions.

⁴ Source: *The Economic Impact of Motor Vehicle Crashes 2000*. National Highway Traffic Safety Administration. Property damage collision: \$2,500; Injury collision: \$33,000; Fatal collision: \$3.4 million. Average cost: \$27,360 minus \$827 in travel delay costs in the average collision. (Separate estimate of congestion trends developed by Rice/TTI).

Total Collisions on Houston Area Freeways: 2003-2005

	Collisions			
	2003	2004	2005	2006
Jan.	1205	1169	974	565*
Feb.	1286	1295	1202	0
Mar.	1370	1337	1222	0
Apr.	1262	1308	1221	0
May	1283	1225	1086	0
Jun.	1342	1229	1060	0
Jul.	1210	1119	1154	0
Aug.	1174	1139	1175	0
Sep.	1131	1032	895	0
Oct.	1100	1172	1104	0
Nov.	1224	1323	1078	0
Dec.	1207	1195	971	0

*Only includes information through January 21, 2006.